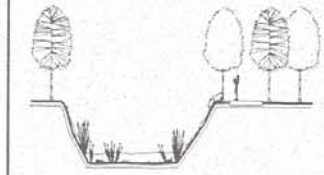

MILPITAS TRAILS
MASTER PLAN



**OFF-STREET
TRAIL
SYSTEM**

OFF-STREET TRAIL SYSTEM

Plan Overview

The Trails Master Plan proposes approximately 37 miles of trails. Of these, approximately 6 miles exist today. Approximately 4 miles are on-street connectors proposed to link together the off-street trail system. The trail corridors proposed for inclusion in the General Plan are identified on the Trails Master Plan Map (*See Figure 1*). The Trails Master Plan Summary Chart lists each trail, its length and the important points of interest located along the route (*See Figure 2*).

The Trails Master Plan complements the City's on-street bicycle system documented in the 1998 City of Milpitas Bicycle Map. The majority of trails identified in this plan follow the creeks, rail corridors and utility right of way that traverse the City. Several of the quasi-public agencies that own and operate these utility and transportation corridors have policies of permitting recreational use of their property provided that the agencies enter into a joint use agreement. This is specifically true of the Santa Clara Valley Water District as it relates to the creek corridors and of the San Francisco Water Department as it relates to the Hetch-Hetchy corridor. The Trails Master Plan fulfills the City Council direction "to develop a comprehensive plan for citywide bicycle trails" (December 20, 1994).



OFF-STREET TRAIL SYSTEM

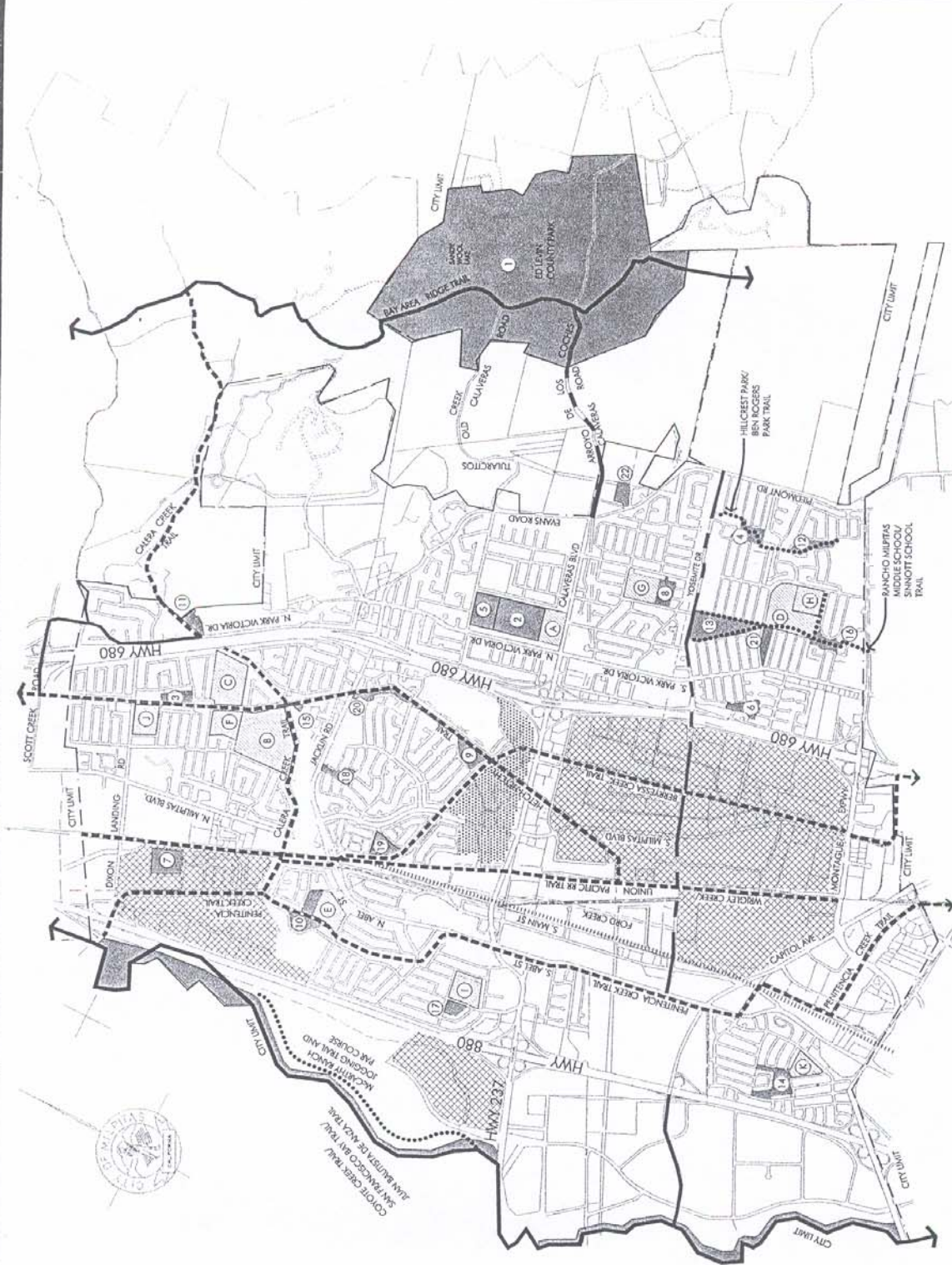


FIGURE 1 TRAILS MASTER PLAN



OFF-STREET TRAIL SYSTEM

MAP LEGEND



EMPLOYMENT CENTERS



SCHOOLS



REDEVELOPMENT AREAS



PARKS

HIGH SCHOOLS

- (A) CALAVERAS HILLS HIGH SCHOOL
- (B) MILPITAS HIGH SCHOOL

MIDDLE SCHOOLS

- (C) RUSSELL MIDDLE SCHOOL
- (D) RANCHO MILPITAS MIDDLE SCHOOL

ELEMENTARY SCHOOLS

- (E) CURTNER SCHOOL
- (F) POMEROY SCHOOL
- (G) ROSE SCHOOL
- (H) SINNOTT SCHOOL
- (I) SPANGLER SCHOOL
- (J) WELLER SCHOOL
- (K) ZANKER SCHOOL

GREENBELTS/OPEN SPACES & CREEKS

COYOTE CREEK GREENBELT
 HETCH-HETCHY RIGHT OF WAY
 ARROYO DE LOS COCHES
 BERRYESSA CREEK
 CALERA CREEK
 COYOTE CREEK
 FORD CREEK
 HETCH-HETCHY CORRIDOR
 PENITENCIA CREEK
 PIEDMONT CREEK
 SCOTT CREEK
 TULARCITOS CREEK
 WRIGLEY CREEK/UNION PACIFIC RR CORRIDOR

REGIONAL PARKS

- (1) ED LEVIN COUNTY PARK

COMMUNITY PARKS

- (2) MILPITAS SPORTS CENTER

NEIGHBORHOOD PARKS

- (3) AUGUSTINE MEMORIAL PARK
- (4) BEN ROGERS PARK
- (5) CARDOZA PARK
- (6) CREIGHTON PARK
- (7) DIXON LANDING PARK
- (8) FOOTHILL PARK
- (9) GILL PARK
- (10) HALL PARK & LAGOON
- (11) HIGUERA ADOBE PARK
- (12) HILLCREST PARK
- (13) MURPHY PARK
- (14) PINEWOOD PARK
- (15) SANDALWOOD PARK
- (16) SINNOTT PARK
- (17) STARLITE PARK
- (18) STRICKROTH PARK
- (19) HIDDEN LAKES PARK
- (20) OLIVER JONES PARK
- (21) YELLOWSTONE PARK
- (22) JOSE MARIA ALVISO ADOBE

TRAIL SYSTEM LEGEND



REGIONAL TRAILS



CITY TRAILS



NEIGHBORHOOD TRAILS



ON-STREET CONNECTORS

OFF-STREET TRAIL SYSTEM

Corridor Name	Trail Type	Miles	Benefits
Coyote Creek Trail/ SF Bay Trail/ Juan Bautista de Anza Trail	Regional	5.10	Connects to • City of Fremont • City of San Jose
Bay Area Ridge Trail	Regional	3.10	Traverses • Ed Levin County Park
Berryessa Creek	City	4.50	• Links to Town Center
Calera Creek	City	4.07	Provides access to • Ed Levin County Park • Bay Area Ridge Trail
Hetch-Hetchy	City	2.98	Connects to • Berryessa Creek Trail • City of Fremont
Penitencia Creek	City	4.80	Provides access to • Industrial Core • Coyote Creek Trail
Wrigley Creek/ Union Pacific RR	City	3.59	Provides access to • Great Mall
Hillcrest/Ben Rogers Park Trail	Neighborhood	0.63	Connects to • 2 neighborhood parks
McCarthy Ranch Jogging Trail and Par Course	Neighborhood	1.60	Connects to • 1 school • 1 neighborhood park
Rancho Milpitas Middle School/ Sinnott School Trail	Neighborhood	3.09	Connects to • 2 schools • 3 neighborhood parks
Calaveras Road	On-Street Connector	1.00	Provides access to • Bay Area Ridge Trail • Ed Levin County Park
N. Park Victoria Drive/ Scott Creek Road	On-Street Connector	1.20	Connects to • Calera Creek • Hetch-Hetchy Trail
Yosemite Drive/ Curtis Avenue	On-Street Connector	1.50	Connects to • Berryessa Creek Trail • Piedmont Road
Total Mileage		37.16	



Figure 2 - Trails Master Plan Summary Chart



OFF-STREET TRAIL SYSTEM

Trail Types and Definitions

The Milpitas Trails Master Plan incorporates four types of trails. They include Regional Trails, City Trails, Neighborhood Trails and On-Street Connectors. The routes are categorized and defined in the following manner.

Regional Trails

Regional trails are those routes identified in the 1995 *Santa Clara County Trails Master Plan* as having national, state or regional significance (1995).

City Trails

City Trails provide north-south and east-west cross-town routes and extend beyond the city limit to Fremont and San Jose.

Neighborhood Trails

Neighborhood Trails offer convenient access between residential neighborhoods and local schools and parks.

On-Street Connectors

On-Street Connectors consists of on-street bicycle lanes and routes that link segments of the off-street trail system where no other route is available.

OFF-STREET TRAIL SYSTEM

Regional Trails

Regional Trails are those routes which have been identified in the 1995 *Santa Clara County Trails Master Plan* as having national, state or regional recreation significance (1995). In general, these trails extend beyond the borders of Santa Clara County. Trail design and management guidelines were included in the 1995 *Santa Clara County Trails Master Plan*. These guidelines recommend that regional trails be at least 12 feet wide to accommodate multiple uses (See Figure 3). The regional trails that are located in Milpitas are the Coyote Creek Trail, San Francisco Bay Trail and Juan Bautista de Anza National Historic Trail, which share the same alignment, and the Bay Area Ridge Trail.

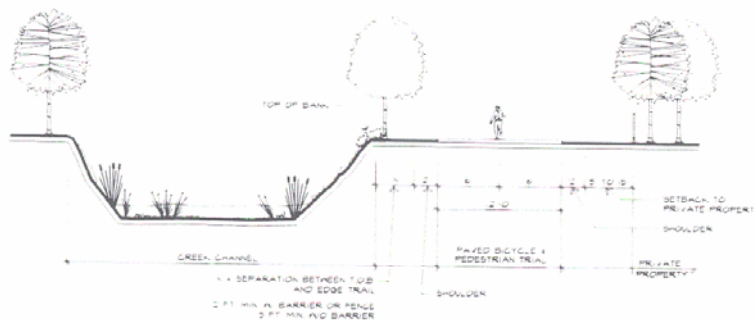
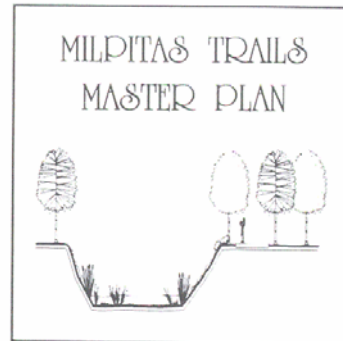


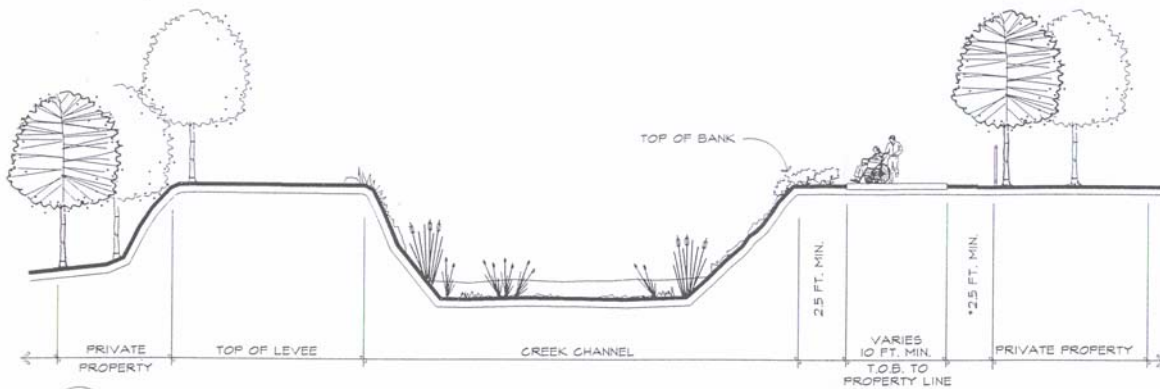
Figure 3 - Regional Trail Development Guidelines



OFF-STREET TRAIL SYSTEM

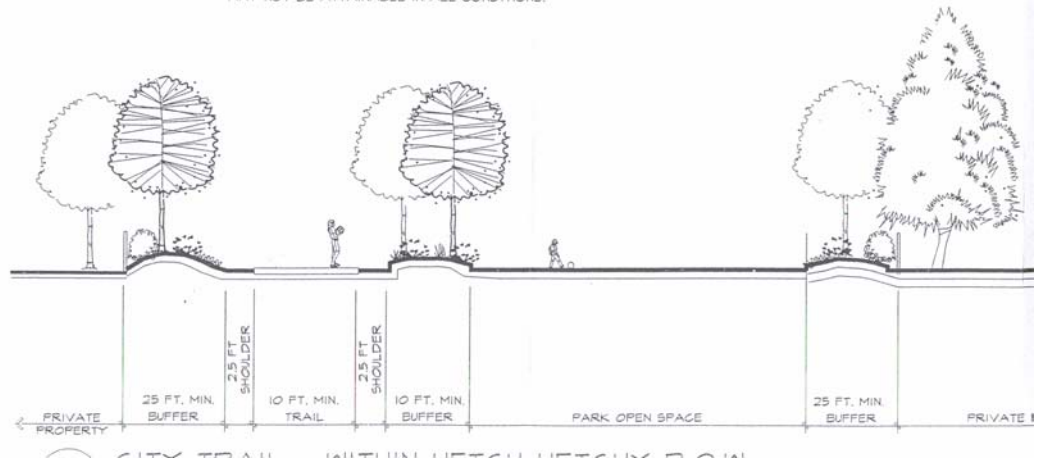
City Trails

City Trails provide north-south and east-west cross-town routes and extend beyond the city limit to Fremont and San Jose. These trails provide both recreation and transportation benefits by linking neighborhoods with employment centers, shopping districts, schools and transit facilities including bus routes, park-and-ride lots and rail stations. City Trails include the Berryessa Creek Trail, Calera Creek Trail, Hetch-Hetchy Trail, Penitencia Creek Trail and Wrigley Creek/Union Pacific Railroad Trail. City Trail alignments follow creek corridors, railroad right of way and the Hetch-Hetchy right of way. These trails are intended to provide opportunities for multiple use and should be developed to meet Caltrans standards for Class I bikeways. The minimum trail width should be 10 feet (*See Figure 4*).



A CITY TRAIL - ADJACENT TO CREEK

*THIS SETBACK IS A GUIDELINE DEVELOPED IN THE COUNTY TRAILS MASTER PLAN. AS A GUIDELINE, THIS DIMENSION MAY NOT BE ATTAINABLE IN ALL CONDITIONS.



CITY TRAIL - ADJACENT TO PARK

OFF-STREET TRAIL SYSTEM

Neighborhood Trails

Neighborhood Trails are those alignments which provide convenient access to points of interest within a neighborhood and, in some cases, link neighborhoods together. These paths connect homes with schools and parks and provide pedestrian and bicycle access to local shops and markets. Generally, these paths are less than one mile in length. They include the Hillcrest Park/Ben Rogers Park Trail, the proposed McCarthy Ranch Jogging Trail and Par Course, Rancho Milpitas Middle School/Sinnott School Trail and the Yellowstone Park Trail (See Figure 5).

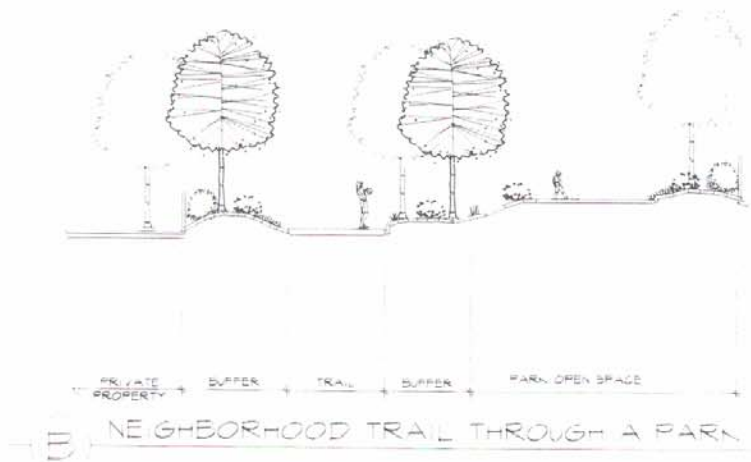
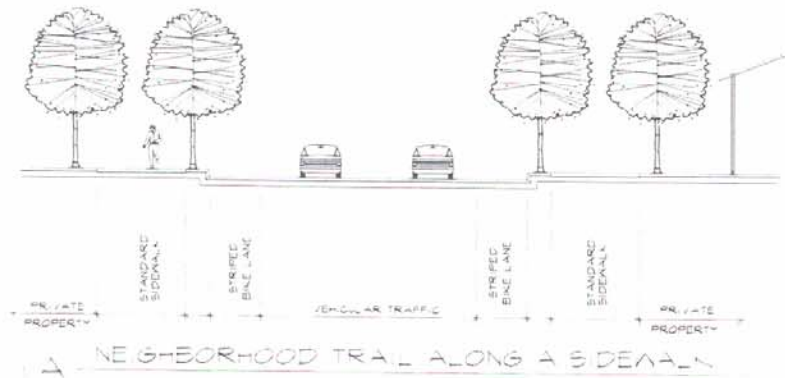


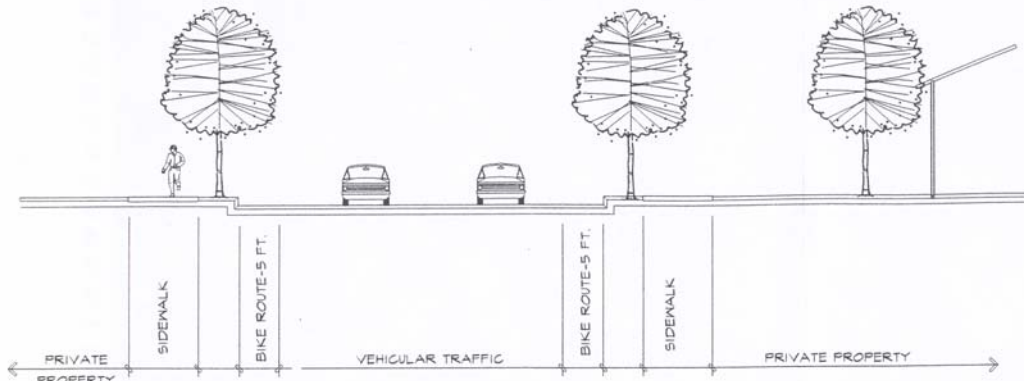
Figure 5 - Neighborhood trails use park paths and adjacent sidewalks to access local parks and schools.



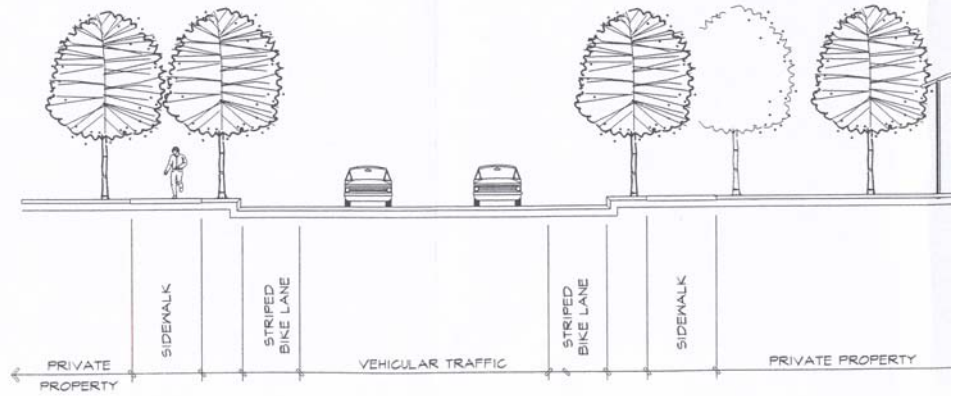
OFF-STREET TRAIL SYSTEM

On-Street Connectors

On-Street Connectors provide a link between segments of the off-street trail system where no other route is available. The On-Street Connectors complete the trail system by using bicycle lanes and routes to close gaps in the trail system. The On-Street Connectors include Calaveras Road, Yosemite Drive and N. Park Victoria Drive/Scott Creek Road (*See Figure 6*).



A ON-STREET CONNECTORS - BIKE ROUTES

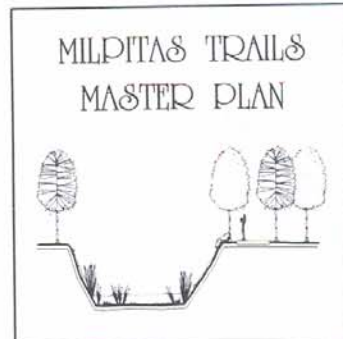


B ON-STREET CONNECTORS - BIKE LANES

OFF-STREET TRAIL SYSTEM

Reasons for Inclusion

Trail corridors were evaluated using several criteria. First, all trails with regional significance to Santa Clara County are included in the Trails Master Plan. Regional significance is defined as those trail routes with “national, state or regional recreation significance” as identified in the 1995 *Santa Clara County Trails Master Plan*. Second, all remaining corridors were evaluated for citywide significance. In this instance, corridors need to provide a cross-city route either in the north-south or east-west direction and connect residential areas with major points of interest including employment centers, schools, shopping districts and recreational destinations. Third, an attempt was made to identify trail corridors that offer access to all City residents. As a result, trails are dispersed throughout the City. Fourth, shorter trails which did not meet the above criteria, but did provide important neighborhood connections were included in the Trails Master Plan. Finally, on-street connector routes that link together the off-street trail system were identified to close gaps in the Trails Master Plan.



Trail Corridor Descriptions

The trails detailed below are included in the Trails Master Plan Map and listed in the Trails Master Plan Summary Chart (See Figures 1 and 2). Each of the trail locations and the specific benefits to the Milpitas community are described below.

Regional Trial Routes

Coyote Creek Trail/San Francisco Bay Trail/ Juan Bautista de Anza Trail

The Coyote Creek Trail, San Francisco Bay Trail and Juan Bautista de Anza Trail all share the same alignment within the City of Milpitas. The trail will extend 5.1 miles along the Coyote Creek levee from Dixon Landing Road to Montague Expressway. The trail veers away from the levee at one point within the McCarthy Ranch Development. In this constrained area, the trail alignment is planned to share the roadway on an expanded sidewalk measuring 13 feet wide. The trail alignment will cross Tasman Road which carries the Tasman Light Rail, Highway 237, Montague Expressway and Dixon Landing Road.



OFF-STREET TRAIL SYSTEM

Bay Area Ridge Trail

The Bay Area Ridge Trail is planned to follow the ridges and mountain tops that circle San Francisco Bay. The Bay Area Ridge Trail extends through the nine Bay Area counties. In Milpitas the trail will extend approximately 3.1 miles along the ridgeline within the city limits. This portion of the trail is referred to as the "Diablo Range." The trail extends from the Alameda County Line south through Ed Levin County Park and along Vista Ridge Road.

City Trails

Berryessa Creek

Berryessa Creek flows through Town Center, the heart of Milpitas. The trail will extend 4.5 miles from its confluence with Penitencia Creek through Town Center to the City's southern limit at Highway 680. This route will connect numerous residential areas to schools, shopping and employment centers in the northern section of the City and to the regional recreation opportunities found along the Coyote Creek Trail/San Francisco Bay Trail/Juan Bautista de Anza Trail.

Calera Creek

Calera Creek flows from the eastern foothills across the valley floor through numerous residential subdivisions to its confluence with Berryessa Creek. The proposed trail will extend 4.07 miles from the Ridge Trail to its confluence with Berryessa Creek just west of N. Milpitas Boulevard. This route will connect the valley floor to the ridgeline and provide recreational access to Ed Levin County Park. The creek passes beneath Highway 680 in a box culvert which is difficult, if not impossible, to retrofit for pedestrian and bicycle passage. As a result, this trail will link with the Hetch-Hetchy Trail and take advantage of an on-street connector route following Scott Creek Road and N. Park Victoria Drive to reach the Jose Higuera Adobe and Park prior to ascending to the ridgeline.

OFF-STREET TRAIL SYSTEM

Hetch-Hetchy Trail

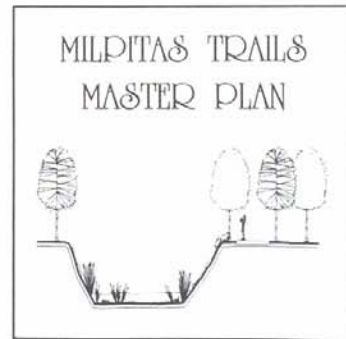
The Hetch-Hetchy aqueduct extends south from the City of Fremont at Scott Creek Road to approximately the Southern Pacific Railroad lines before taking a sharp jog to the west. From this point, the aqueduct extends west and crosses beneath Highway 880 and Coyote Creek before reaching the City of San Jose. The majority of this trail has been developed. Upon completion, it will extend 2.98 miles from Scott Creek Road across Berryessa Creek, through Town Center to the Wrigley Creek Trail/Southern Pacific Railroad Trail. This route will connect residential neighborhoods with three schools and four parks and provide access to a shopping district and several employment centers. It will connect with the Berryessa Creek Trail which will extend north to Penitencia Creek and Coyote Creek and south to the city limit at Highway 680.

Penitencia Creek

Penitencia Creek flows from Alum Rock Park in San Jose across the valley floor to its confluence with Coyote Creek. The proposed trail will extend 4.8 miles from the City limit at Trimble Road to its confluence with Coyote Creek just west of Highway 880. This creek corridor provides a north-south route through the entire city and connects residential neighborhoods in the north with large employment centers in the south. The Penitencia Creek Trail will also offer opportunities for intermodal commuting by linking with the planned Tasman Light Rail.

Wrigley Creek Trail/Union Pacific Railroad Trail

Wrigley Creek flows parallel to the Union Pacific Railroad from Berryessa Creek to Capital Avenue. The proposed trail will extend 3.59 miles from the Dixon Landing Road to Montague Expressway. This creek corridor and adjacent railroad right of way will provide a grade-separated, north-south route through the majority of the city. It will connect to five of the City's trails creating recreational opportunities for employees located in the industrial and commercial centers. Shorter, recreational loops will be created between the Wrigley Creek Trail/ Union Pacific Railroad Trail and the Calera Creek Trail, Berryessa Creek Trail, Hetch-Hetchy Trail, Yosemite Drive/East Curtis Avenue On-Street Connector route and Penitencia Creek Trail.





OFF-STREET TRAIL SYSTEM

Neighborhood Trails

Hillcrest Park/Ben Rogers Park Trail

Trails within Hillcrest and Ben Rogers Parks and sidewalks along the adjacent residential streets from a short trail from Hillcrest Park to Yosemite Drive. This trail provides residents with access to the two neighborhood parks.

McCarthy Ranch Jogging Trail and Par Course

The McCarthy Ranch development proposes to build a 6 foot wide jogging path at the base of the Coyote Creek levee and construct a par course along the sidewalk of McCarthy Ranch Boulevard. The path will provide opportunities for walking, jogging and cycling to the residents of this planned development. The par course will offer recreational opportunities and provide access to the retail core of the development.

Rancho Milpitas Middle School/Sinnott School Trail

Trails within Sinnott, Murphy and Yellowstone Parks and the sidewalks along Clear Lake Avenue from a short trail from Landess Avenue to Yosemite Drive. This trail provides residents with access to the three neighborhood parks and two schools.

On-Street Connectors

Calaveras Road

Calaveras Road is the primary access route to Ed Levin County Park and the future Bay Area Ridge Trail. This short 1.07 mile on-street connector begins at the intersection of Evans Road/Piedmont Road with Calaveras Road and extends into Ed Levin County Park at Downing Road. A plan-line study to evaluate the potential for improving this road is currently underway. The plan is to include a bicycle and pedestrian facility with the street improvements. However, the topography and sensitive environmental conditions associated with Arroyo de Los Coches limit the extent of these improvements.

OFF-STREET TRAIL SYSTEM

N. Park Victoria Drive/Scott Creek Road

N. Park Victoria Drive and Scott Creek Road provide an on-street solution for linking Calera Creek to the Hetch-Hetchy Trail. Calera Creek flows east to west through the City before draining into Berryessa Creek. As it leaves the eastern foothills, Calera Creek flows directly behind the Jose Higuera Adobe and passes beneath the Highway 680. The culvert beneath the highway provides no opportunity for pedestrian and bicycle passage. N. Park Victoria Drive and Scott Creek Road offer the most immediate connection for returning to the off-street trail system. Appropriate trail access accommodations and street routing need to be undertaken with the construction of the most northerly segment of the Hetch-Hetchy Trail.

Yosemite Drive and East Curtis Avenue

Yosemite Drive from Piedmont Road to S. Park Victoria Drive provides an on-street connection in two directions as a bicycle route. Trail users traveling east along this bicycle route can access Piedmont Road to reach Calaveras Road and Ed Levin County Park. Piedmont Road offers trail users bicycle lanes south of Yosemite Drive. Future roadway improvements also call for the extension of bicycle lanes north of Yosemite Drive. Several neighborhood trails in the Parktown Area provide direct access to Yosemite Drive.

Trail users walking or riding west on Yosemite Drive will cross over Highway 680 to reach the Berryessa Creek Trail. Continuing in a westerly direction along Yosemite Drive trail users will enter a high tech campus that abuts Wrigley Creek and the Union Pacific Railroad Trail. A grade-separated pedestrian and bicycle crossing of the railroad tracks is proposed in this location to connect the neighborhoods in the eastern portion of the City with the retail opportunities of the Great Mall, the employment centers west of Highway 880 and the transportation facilities provided by the Tasman Light Rail. Upon crossing the railroad tracks, trail users will continue along East Curtis Avenue to reach Abel Street and the Penitencia Creek Trail. These routes will provide access to three Tasman Light Rail stations and the employment centers west of Highway 880 via bicycle lanes and sidewalks on the Tasman Road overcrossing.





OFF-STREET TRAIL SYSTEM

Trail Development Priorities

The Trails Master Plan outlines the trail corridors to be developed for the benefit of Milpitas residents and local employees. The trails will be built over time and as opportunities and resources become available. Milpitas has indicated a commitment to developing these alternative transportation and recreational resources by appointing a Trails Task Force to explore potential trail corridors, commissioning a refinement of the draft trails plan through the development of this Trails Master Plan report and eventually incorporating of the Trails Master Plan into the Circulation Element of the General Plan. The next step in developing trails is to identify which corridors will provide Milpitas with the most immediate benefits and to dedicate resources to implementing these trails.

The Regional and City Trails included in the Trails Master Plan have been evaluated using a ranking process to identify the top priority corridors for development. This ranking is intended to assist Milpitas with the preparation of the Five-Year Capital Improvement Program by indicating which trail corridors should receive funding first. This ranked list does not imply that trail development opportunities on lower ranked corridors should be overlooked. Instead, this ranked list indicates where city funds should be spent first should no other unique opportunities including development proposals, offers to construct joint projects, unusual acquisition potentials or specific grant programs dictate a different direction.

The ranking process has focused on the experience and anticipated use of the individual trails. Issues of feasibility were deemed secondary to the evaluation of the trail corridors. It is anticipated that as the feasibility of each individual trail corridor is evaluated and as the specific location of each trail alignment is determined additional criteria will be applied to prioritize which specific segment or reach of a trail will be developed first.

The following criteria were applied to evaluate the experience and anticipated use of the Regional and City Trails included in the Trails Master Plan. The trail development priorities are outlined in Figure 7.

OFF-STREET TRAIL SYSTEM

Experience Criteria

Quality of Recreational Experience

- 3 Majority of the trail corridor is vegetated and/or adjacent to parks/open spaces.
- 2 Portions of the trail corridor is vegetated and/or adjacent to parks/open spaces.
- 1 Trail corridor is minimally vegetated and/or adjacent to residential areas with urban landscape.
- 0 Creek corridor is armored and/or trail is adjacent to industrial/commercial areas with urban landscape.

Quality of the Transportation Experience

- 3 Trail provides an alternative reliever route
- 2 Trail fulfills a roadway deficiency and/or is a joint project
- 1 Trail is a 90% grade-separated, Class I route
- 0 Trail is a 70% grade-separated, Class I route

Anticipated Use Criteria

Connections to Major Destinations

- 3 Connects to 1 or more employment centers and 1 or more shopping districts and 3 or more parks and schools
- 2 Connects to 1 employment centers or 1 shopping district and 3 or more parks and schools
- 1 Connects to 3 or more parks and schools
- 0 Connects to less than 2 parks and schools





OFF-STREET TRAIL SYSTEM

Connections to Residential Neighborhoods

- 3 Trail corridor is located directly adjacent to existing residential neighborhoods and employment centers for 40% or more of the corridor
- 2 Trail corridor is located directly adjacent to proposed residential neighborhoods and employment centers for 40% or more of the corridor
- 1 Trail corridor is located within 1/8 of a mile of existing residential neighborhoods and employment centers for 40% or less of the corridor
- 0 Trail corridor is located within 1/8 of a mile of proposed residential neighborhoods and employment centers for 40% or less of the corridor

Fulfills Park/Recreation/Open Space Deficiency

- 3 Fulfills identified Park/Recreation/Open Space Deficiency
- 2 No Park/Recreation/Open Space facilities within 1 miles of trail
- 1 No Park/Recreation/Open Space facilities within 2 miles of trail
- 0 Adequate Park/Recreation/Open Space facilities within area

Milpitas Trails Plan Prioritization Matrix

Description Corridor	Total Mileage	Quality of Recreation	Quality of Transportation	Anticipated Level of Use	Connection to Residential Neighborhood	Fills Park/Rec/Open Space Deficiency	Totals	Type of Trail
Berryessa Creek	4.50	1	3	3	3	2	12	City
Penitencia Creek	4.80	1	3	2	3	2	11	City
Coyote Creek	5.10	3	3	2	1	2	11	Regional
Wingley Creek/Union Pacific RR	3.59	0	2	3	3	2	10	City
Hetch-Hetchy Corridor North	2.28	2	1	3	3	0	9	City
Hetch-Hetchy Corridor West	0.70	1	1	2	2	2	8	Neighborhood
Calera Creek	4.07	2	1	2	2	0	7	City
Bay Area Ridge Trail	3.10	3	2	0	1	0	6	Regional

Figure 7 - Milpitas Trails Master Plan Development Priorities